



August 15, 2006 CPC
September 27, 2006 BS

STAFF'S
REQUEST ANALYSIS
AND
RECOMMENDATION

06SN0318

EDCO, L.L.C.

Matoaca Magisterial District
South line of Hull Street Road

REQUEST: Amendment to Condition 5 of Rezoning (Case 95SN0278) relative to design of the access between Ashlake Parkway and the Winterpock Road intersections (which aligns Duckridge Boulevard). Specifically, the applicant proposes to amend Condition 5 to delete the restriction prohibiting exiting left turns from the property at the Duckridge Road/Route 360 intersection and to require the developer to be responsible for the full cost of the traffic signalization at this intersection.

PROPOSED LAND USE:

A mix of residential, office and commercial uses are planned.

PLANNING COMMISSION RECOMMENDATION

RECOMMEND APPROVAL AND ACCEPTANCE OF THE PROFFERED CONDITION ON
PAGE 2.

AYES: MESSRS. BASS, GULLEY AND LITTON.

ABSTENTIONS: MESSRS. WILSON AND GECKER.

STAFF RECOMMENDATION

Recommend denial for the following reasons:

- A. Approval of this request will adversely impact the safety and efficiency of the Hull Street Road corridor.

- B. Current zoning permits the property to have accesses at two (2) signalized intersection which will provide adequate access.

(NOTE: THE ONLY CONDITION THAT MAY BE IMPOSED IS A BUFFER CONDITION. THE PROPERTY OWNER(S) MAY PROFFER OTHER CONDITIONS. THE CONDITIONS NOTED WITH "STAFF/CPC" WERE AGREED UPON BY BOTH STAFF AND THE COMMISSION. CONDITIONS WITH ONLY A "STAFF" ARE RECOMMENDED SOLELY BY STAFF. CONDITIONS WITH ONLY A "CPC" ARE ADDITIONAL CONDITIONS RECOMMENDED BY THE PLANNING COMMISSION.)

PROFFERED CONDITION

- (CPC) Direct access to Route 360 shall be limited to two (2) entrances/exits. One (1) access shall align the existing crossover located on Route 360 between the Ashlake Parkway and the Winterpock Road intersections. The second direct access to Route 360 shall be located approximately midway between the Ashlake Parkway intersection and the other direct access at the existing crossover previously described. Prior to any site plan approval or tentative subdivision approval, whichever occurs first, an access plan for Route 360, Ashlake Parkway, Ashlake Parkway Extended and Ashbrook Parkway Extended shall be submitted to and approved by the Transportation Department. Access for this property shall conform to the approved access plan. To provide an adequate roadway system, the developer shall be responsible for the full cost of traffic signalization at the full access entrance located approximately midway between the Ashlake Parkway intersection and the other direct access at the existing crossover previously described.

(Note: This proffered condition supersedes Proffered Condition 5 of Case 95SN0278 for the request property only.)

GENERAL INFORMATION

Location:

South line of Hull Street Road, east of Ashlake Parkway and north of Ashbrook Parkway.
Tax ID 722-670-1277 (Sheet 15).

Existing Zoning:

C-3

Size:

66.7 acres

Existing Land Use:

Vacant

Adjacent Zoning and Land Use:

North - C-3 and A; Commercial or vacant
South - R-12, O-2 and A; Office, Single family residential or vacant
East - C-3; Vacant
West - I-1 and C-3; Vacant

UTILITIES; ENVIRONMENTAL; PUBLIC FACILITIES

This request will have no impact on these facilities.

TRANSPORTATION

In 1995, the Board of Supervisors approved rezoning of the property (case 95SN0278) with twenty-six (26) proffered conditions. The applicant is requesting an amendment to proffered condition 5 of case 95SN0278. Proffered Condition 5 limits vehicular access from the property to Route 360 to two access points, one that aligns the crossover at Duckridge Boulevard and another halfway between Duckridge Boulevard and Ashlake Parkway. The Winterpock Road/Route 360 intersection is currently controlled by a traffic signal. The Ashlake Parkway/Route 360 intersection is planned to be controlled by a traffic signal. In order to reduce the chance that the Route 360/Duckridge Boulevard intersection will also meet warrants for a traffic signal, Proffered Condition 5 limits the access that aligns Duckridge Boulevard to right turns in/out and left turns in. Precluding exiting left turns from the property at the Duckridge/Route 360 intersection will effectively eliminate the need for a traffic signal at this intersection. A traffic signal at this intersection would increase traffic congestion along this highly traveled corridor. The property will ultimately have access to two (2) signalized intersections (Winterpock Road and Ashlake Parkway); therefore, a third signal is unjustified. Exhibit A shows the signal plan for this area.

According the Manual on Uniform Traffic Control Devices (MUTCD) published by the Federal Highway Administration, "unjustified traffic control signals can result in one or more of the following disadvantages:

- A. Excessive delay;
- B. Excessive disobedience of the signal indications;
- C. Increased use of less adequate routes as road users attempt to avoid the traffic control signals; and

- D. Significant increases in the frequency of collisions (especially rear-end collisions).”

All of these disadvantages have resulted along this corridor due to the proliferation of traffic signals. Drivers experience excessive delay between Old Hundred Road and Winterpock Road, especially during peak hours. This section of roadway was failing (i.e. Level of Service F) based on the volume of traffic it carried during peak hours. In order to avoid the delay caused by the number of traffic signals and congestion on Route 360, drivers use less adequate alternate routes such as Bailey Bridge Road, which has poor vertical and horizontal alignments and no shoulders. There is also a high frequency of rear-end collisions at the signalized intersections along this corridor.

The MUTCD also states “Traffic control signals are often considered a panacea for all traffic problems at intersections. This belief has led to traffic control signals being installed at many locations where they are not needed, adversely affecting the safety and efficiency of vehicular, bicycle, and pedestrian traffic.”

The Transportation Department does not support this request, as it will adversely affect the safety and efficiency of this corridor.

LAND USE

Comprehensive Plan:

Lies within the boundaries of the Upper Swift Creek Plan which suggests the property is appropriate for community mixed use, conservation: passive recreation and single family residential use of 2.2 units per acre or less.

Area Development Trends:

Surrounding properties are zoned Residential (R-12), Community Business (C-3), Light Industrial (I-1), Corporate Office (O-2) and Agricultural (A) and are occupied by a mix of commercial, office and residential uses or are vacant.

Zoning History:

On September 27, 1995, the Board of Supervisors, upon a favorable recommendation from the Planning Commission, approved rezoning of the request property to Community Business (C-3) and adjacent property to the south to Residential (R-12) to permit a mixed use development on the property to include residential, office and commercial uses (Case 95SN0278). Conditions of approval addressed transportation improvements, utilities, drainage, permitted uses, and development standards.

CONCLUSION

A third signal in this area of the Hull Street Road Corridor is unjustified. Approval of this request will adversely impact the safety and efficiency of this corridor. Current zoning permits the request property to have accesses at two (2) signalized intersections which will provide adequate access.

Given these considerations, denial of this request is recommended.

CASE HISTORY

Planning Commission Meeting (8/15/06):

The applicant accepted the Planning Commission's recommendation, but did not accept staff's recommendation. There was support present.

Those in support indicated that a signalized intersection with a full crossover would better facilitate traffic movements in the area. There was opposition present expressing concerns that an additional signalized crossover would impede traffic flow along Route 360.

Mr. Gecker indicated that he would prefer to have the details of the applicant's traffic study. He expressed concerns that approval would establish a precedent that would result on a proliferation of signalized crossovers on Route 360 resulting in further traffic congestion. He further indicated that even with approval, a traffic signal may not be warranted based on VDOT standards.

Mr. Wilson indicated that he would prefer additional time to evaluate the proposal.

Mr. Bass indicated that the signalized crossover is warranted based upon safety issues.

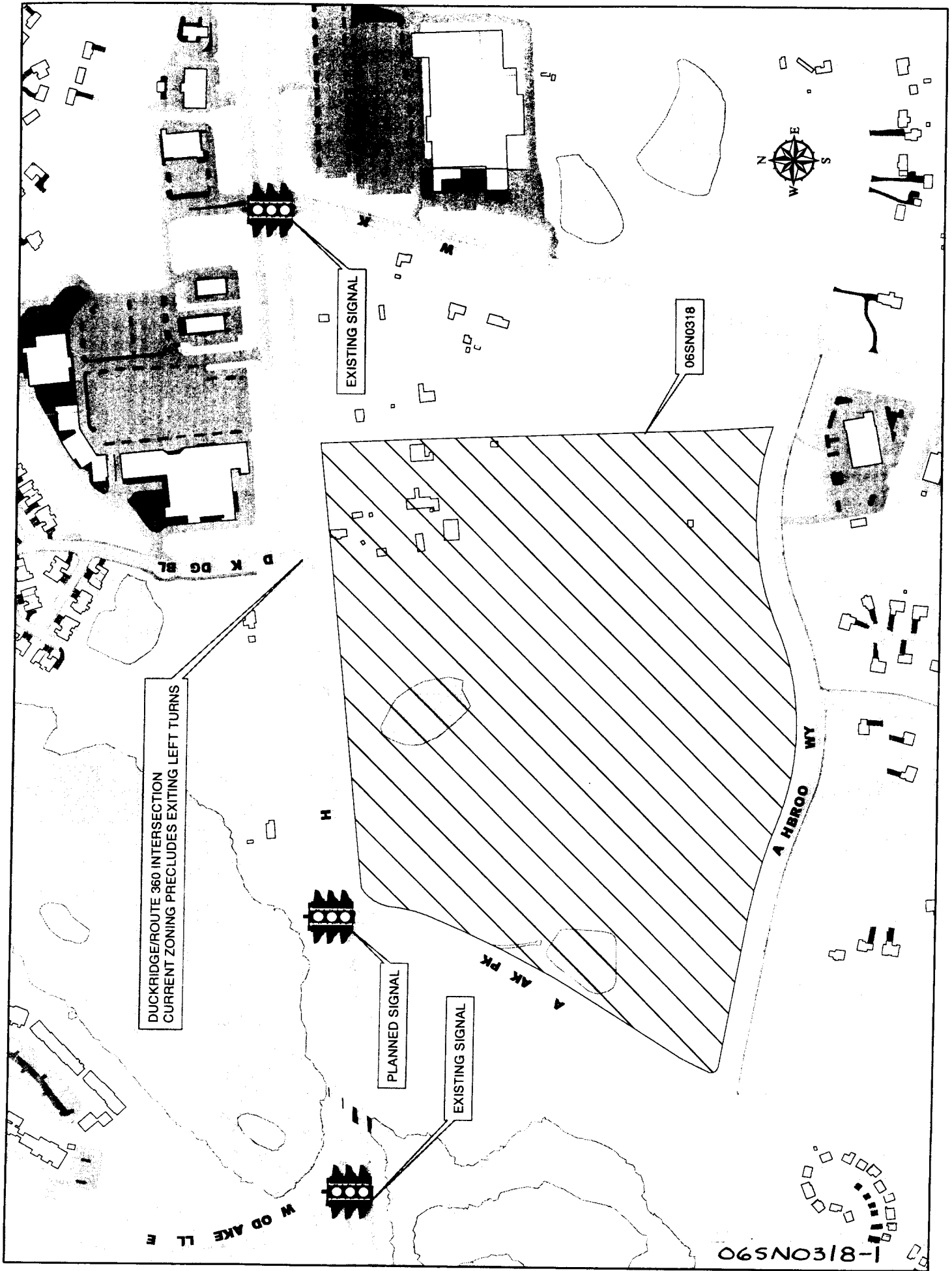
On motion of Mr. Bass, seconded by Mr. Litton, the Commission recommended approval and acceptance of the proffered condition on page 2.

AYES: Messrs. Bass, Gulley and Litton.

ABSTENTIONS: Messrs. Wilson and Gecker.

The Board of Supervisors, on Wednesday, September 27, 2006, beginning at 7:00 p.m., will take under consideration this request.





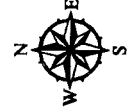
DUCKRIDGE/ROUTE 360 INTERSECTION
CURRENT ZONING PRECLUDES EXITING LEFT TURNS

EXISTING SIGNAL

PLANNED SIGNAL

EXISTING SIGNAL

06SN0318



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